

28 SEPTEMBER 1935

# BUREAU OF NAVIGATION

## BULLETIN



NUMBER 226



PUBLISHED FOR THE PURPOSE OF DISSEMINATING  
GENERAL INFORMATION OF PROBABLE INTEREST TO  
THE SERVICE.



### COMMENDATION.

The Secretary of the Navy forwarded letters of commendation to the following-named personnel:

Lieut. Comdr. H. V. Wiley, U.S.N., for his heroic conduct and extraordinary achievement while in command of the Macon at the time of her loss.

Lieut. J. D. Reppy, U.S.N., for his heroic conduct, disregard of own safety, his initiative and leadership at the time of the loss of the Macon.

Lieut. C. E. Wiencke, U.S.N., for the excellent performance of the Fifth Fleet Division of the Naval Reserve in obtaining the highest merit in competition with 147 other Fleet Divisions.

Lieut. S. L. Jennings, U.S.N., for the excellent performance of the Reserve Aviation Base, Squantum, Mass., in obtaining the highest merit in its class.

Lieut. A. K. Morehouse, U.S.N., for the excellent performance of the Reserve Aviation Base, Miami, Fla., in obtaining the second highest merit attained by any Aviation Base.

The Secretary of the Navy addressed a letter of commendation, posthumously, to Ernest E. Dailey, Radioman 1c, U.S.N., deceased, for his heroic conduct beyond the call of duty at the time of the loss of the Macon. A copy of the letter was forwarded to Mrs. E. E. Dailey.

Harry H. Rightmeyer, B.M. 1c, for prompt and courageous action in rescuing a shipmate from drowning at Port Angeles, Washington.

Raymond D. Potter, Fireman 2c, U.S.N., and  
J. Trickel, Fireman 3c, U.S.N., for prompt and efficient action in rescuing a woman from drowning at Stockton, Cal.

### SPONSOR FOR U.S.S. CLARK.

The Secretary of the Navy has designated Mrs. Samuel S. Robison, wife of Rear Admiral Samuel S. Robison, U.S.N., Retired, as sponsor for the U.S.S. CLARK (DD361), named in honor of her father, the late Rear Admiral Charles E. Clark, U.S.Navy.

Mrs. Robison's address is R.F.D. #5, Frederick, Md.

The U.S.S. CLARK (DD361) is scheduled to be launched at the plant of the Bethlehem Shipbuilding Corporation, Fore River, Quincy, Mass., October 15, 1935.

This vessel was authorized by Act of Congress, August 29, 1916.

#### SPONSOR FOR U.S.S. SMITH.

The Secretary of the Navy has designated Mrs. Yancey S. Williams, wife of Rear Admiral Yancey S. Williams, U.S.N., Commandant of the Navy Yard, Mare Island, California, as sponsor for the U.S.S. SMITH (DD378), named in honor of the late Lieutenant Joseph Bryant Smith, U.S.Navy.

The U.S.S. SMITH (DD378) is scheduled to be launched at the Navy Yard, Mare Island, California, 12 September 1935.

This vessel was authorized by Act of Congress dated June 16, 1933.

#### SPONSOR FOR U.S.S. CASSIN.

The Secretary of the Navy has designated Mrs. Helen Cassin Carusi Lombard, of 3006 32nd St., N. W., Washington, D. C., wife of Lt. Col. E. E. Lombard of the French Legation, as sponsor for the U.S.S. CASSIN (DD372), named in honor of her great-grandfather, Captain Stephen Cassin, U.S.N.

The U.S.S. CASSIN (DD372) is scheduled to be launched at the Navy Yard, Philadelphia, Pa., 28 October 1935.

This vessel was authorized by Act of Congress, June 16, 1933.

#### NAMES FOR NEW SUBMARINES.

In accordance with the established policy of the Department to assign the names of fishes to submarines, the Secretary of the Navy has approved, under date of 6 August 1935, the following names of fishes to be assigned to submarines SS182 to SS187, inclusive:

SS182	Salmon
SS183	Seal
SS184	Skipjack
SS185	Snapper
SS186	Stingray
SS187	Sturgeon

#### FITNESS REPORTS.

It has come to the attention of the Bureau that in some cases the provisions of Article 1955(3), U. S. Navy Regulations, in regard to placing on officers' fitness reports notation of special credit or discredit appearing on reports of inspection, have not been complied with, due to oversight.

Reporting seniors should comply strictly with this paragraph, and in case an officer's fitness report has been forwarded to the Bureau prior to the receipt of the report of the Board of Inspection embodying such credit or discredit, a letter should be forwarded to the Bureau of Navigation by the reporting senior for filing with the officer's appropriate fitness report.

AVIATION METALSMITHS AND AVIATION MACHINIST'S  
MATES SCHOOLS.

The Bureau of Navigation is reestablishing the following Service Schools:

Aviation Metalsmiths  
Primary Aviation Machinist's Mates  
Advanced Aviation Machinist's Mates

These schools are located at the Naval Training Station, Norfolk, Va. Non-rated men are eligible for instruction in the Aviation Metalsmith and Primary Aviation Machinist's Mates Schools, particularly those non-rated men who are serving in aviation units ashore and in the various squadrons afloat. Aviation machinist's mates first, second, and third class are eligible for instruction in the Advanced Aviation Machinist's Mates School. The requirements laid down in the Bureau of Navigation Manual, Article E-5405, will be strictly complied with.

The class for the Aviation Metalsmiths School convenes on 1 October 1935. This class has been ordered by the Bureau from names on the Bureau's list of volunteers. However, this list is now exhausted and requests from men qualified and interested in this course are desired.

The Primary Aviation Machinist's Mates class convenes on 1 October and 1 December, 1935. The Advanced Aviation Machinist's Mates class convenes on 19 November, 1935; 7 January and 4 March, 1936.

Quotas for the Primary and Advanced Schools will be assigned by the Bureau to Force Commanders and requests should be forwarded to them for consideration.

The length of the courses for the above schools is 26 weeks.

UNUSUAL RECORD OF CHIEF WATER TENDER.

The following unusual record has come to the attention of the Bureau:

"Harold Stanton Jordan, Chief Water Tender, enlisted in the Navy on 14 November 1910, and has served continuously ever since.

"Upon the completion of his recruit training, he was transferred from the Receiving Ship on 12 June 1911 to the U.S.S. MICHIGAN and remained in that ship until 2 May 1916. On that date he was transferred to the U.S.S. OKLAHOMA and has served continuously in that vessel ever since, for a total of nineteen years and four months on September 2nd."

Is there any one in the Navy who has served longer in one vessel?

### SHORTAGE IN MESSMAN GROUP.

The Bureau desires to invite attention to the serious shortage of personnel in the messman branch of the Navy, especially in the ratings of officers' stewards and officers' cooks. Unless the cooperation of everyone is obtained, the situation can only become worse. It is desired that every eligible member of this branch be encouraged to qualify for and be given the opportunity to advance in rating.

It is apparent from advance information that the assigned quarterly quotas for advancement will not be filled.

On 31 August 1935, there was a shortage of 91 officers' stewards and 160 officers' cooks. In view of these shortages, it is impossible, in spite of numerous requests, to fill vacancies in allowance.

In addition to the already existing shortage, transfer to the Fleet Naval Reserve prior to 1 January 1936 of 24 officers' stewards, 30 officers' cooks, and 58 mess attendants first class, has been authorized.

These facts are promulgated to the service in order that the situation in regard to messmen may be thoroughly understood and necessary measures taken to remedy it as far as possible from available material.

### CONTINUOUS SERVICE.

The attention of the Bureau has been called to the service record of Constantin Stim, Machinist's Mate, first class, U.S. Navy. The record of this man shows that he first enlisted in the Navy on 25 April 1904, on board the U.S.S. IOWA, at Pensacola, Florida, and has maintained continuous service since that date on board the following ships:

U.S.S. IOWA	Four years
N.Y. Tug PENSACOLA	Two years
U.S.S. NORTH DAKOTA	Eleven years
U.S.S. UTAH	Fourteen years

Stim has an excellent record for this entire period and a perfect mark in conduct for the last twenty-three years.

His current enlistment expires on 1 December 1935, on which date he will have completed 31 years and 8 months of service.

This is believed to be a record, nearly 32 years of naval service on only four ships.

CANCELLATION OF REQUESTS FOR  
TRANSFER TO THE FLEET NAVAL RESERVE.

Due to men eligible for transfer to the Fleet Naval Reserve using it as a means of avoiding duty not to their liking, the Bureau has adopted an irrevocable policy that once a man has requested transfer to the Fleet Naval Reserve, no request for cancellation will be authorized.

It would save considerable correspondence on the subject if Commanding Officers would thoroughly impress upon the men making such application, the gravity of the decision they are making and its irrevocable nature. Requests for cancellation will not be considered by the Bureau.

BUREAU'S POLICY REGARDING THE REENLISTMENT OF BROKEN SERVICE MEN.

Considerable misunderstanding seems to exist, not only among broken service men themselves, but officers and men of the regular service as well, regarding the reenlistment of broken service men. Especially since the increase of the Navy, with accompanying newspaper publicity, has the Bureau been flooded with requests from men who have been out of the Navy from four months to ten or more years for reenlistment. In order to clarify this situation, the policy of the Bureau regarding the reenlistment of broken service men is announced, and no reenlistments of the following classes of men will be authorized:

- (a) Men discharged under honorable conditions who have remained out more than three months.
- (b) Men discharged with Special Order Discharge, or as result of Medical Survey.
- (c) Men discharged with Undesirable, Inaptitude, or Bad Conduct Discharges.

The reasons for this policy are obvious. The only saving resulting from the enlistment of these men would be the cost of recruit training. On the other hand, these men have demonstrated by their action in failing to reenlist within a generous time limit, or the character of their discharge, that they have no inherent liking for the service, or are not adapted for naval life. Due to progress in material, the majority of these men would have to be retrained. They would have to reenlist in the lowest ratings in fairness to the continuous service men and would be dissatisfied, as younger and more efficient men were promoted over them. Lastly, under existing law they would be credited with their previous service for purpose of pay and transfer to the Fleet Naval Reserve. This would result in an immediate excess charge to the appropriation "Pay, Subsistence and Transportation", for which no provision has been made in planning the budget.

### MAINTAINING A HAPPY SHIP.

The following question and answer is taken from papers of a student at the Officer's Cooks and Stewards School at San Diego:

"What influence has a good mess boy on a ship?

"A mess attendant can influence a happy ship in a great deal. Suppose I'm a Captain's boy, early in the morning I prepare everything ready and set for the old man. What he got to do is just slip in his nice well brush uniform, shiny shoes, bright brass buttons, and immaculate white hat. When he walks and pace the deck he says good morning to the executive and he is in a happy mode. Then in turn the crew is happy because the two big shots in the ship didn't raise hell because I make the first happy by doing extra work early in the morning."

### NAVY EXPEDITIONARY MEDAL.

The following letter from the Secretary of the Navy on the subject of the NAVY EXPEDITIONARY MEDAL is quoted:

"From:           The Secretary of the Navy.  
To :             Senior Member of the Board for the award of  
                  Medals of Honor, Distinguished-Service Medal,  
                  Navy Cross, Distinguished Flying Cross and  
                  Life Saving Medals.

Subject:        Navy Expeditionary Medal.

Reference:     (a) General Order No. 64, Series of 1935.

1.       In interpreting and carrying out the provisions of the above mentioned general order, the Navy Department considers that the Navy Expeditionary Medal should commemorate only notable expeditionary duty not otherwise recognized by a campaign medal.



2. The following principles, which embody the views of the Secretary of the Navy, are given for the information and guidance of the Board of Awards, viz.:

(a) The medal in question will be awarded to members of naval organizations which actually landed on foreign territory and engaged in operations against armed opposition; or operated under circumstances which, after full consideration, are deemed to merit special recognition.

(b) The medal itself represents active participation in such an expedition.

(c) The medal should not be issued to forces landed for duty similar in nature to that performed by a usual shore patrol; nor should it normally be awarded in those cases where landing was for precautionary or humanitarian reasons only, and where opposition was not encountered.

(d) In short, actual danger should have been encountered or unusually meritorious service rendered before the expedition should be deemed sufficiently notable to merit special recognition.

3. Since a number of expeditions were acted upon before issuance of this letter, it is desired, for the sake of consistency, and for the best interests of the Service, that cases of this nature already acted upon be reconsidered, in the light of this directive, and that new recommendations in such cases be made to the Secretary of the Navy.

/s/ Claude A. Swanson."